

Patent Application Number: 10/710,469
Patent Examiner: Bret C. Hayes

February 2006 Claims Amendment Inventor: Joseph Franklin Frasca
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10/710,469 Claims Amendment (February 2006)

[Claims 1] Canceled.
[Claim 2] Canceled
[Claim 3] Canceled
[Claim 4] Canceled
[Claim 5] Canceled
[Claim 6] Canceled
[Claim 7] Canceled
[Claim 8] Canceled
[Claim 9] Canceled
[Claim 10] Canceled
[Claim 11] Canceled
[Claim 12] Canceled
[Claim 13] Canceled
[Claim 14] Canceled

1 [CLAIM 15] (NEW) Electromagnetic propulsion devices comprising:
2 a barrel;
3 a cavity therein which extends the length of said barrel and having:
4 a breech end opening at one end and
5 a muzzle end opening at the other barrel end and
6 a central axis which extends from said breach end opening to said muzzle end opening ,and
7 a uniform right section profile to said central axis throughout said cavity and; and
8 a first barrel rail and a second barrel rail and said barrel rails are:
9 power rails, and
10 parallel to said cavity axis, and
11 located in said barrel cavity's wall, and
12 electrically insulated from direct electrical continuity with each other, and
13 each said barrel power rail has:
14 continuous barrel cavity surface along its length, and
15 connection means at its breach end to outside said barrel for attachment to a power source; and
16 a wall conductor assembly comprised of:
17 a barrel bus that is:
18 located outside said barrel cavity, and
19 electrically insulated from direct electrical continuity with said barrel power rails, and
20 located along the same length of the barrel as said barrel power rails, and
21 a plurality of wall conductors that are:
22 located outside said barrel cavity, and

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23 **parallel to one another, and**
24 **oriented orthogonal said barrel cavity axis, and**
25 **separated from one another, and**
26 **distributed along the length of said barrel bus, and**
27 **each said wall conductor of said plurality of wall conductors:**
28 **is a continuous insulated conductor between its ends, and**
29 **has electrical continuity at one end with said barrel bus, and**
30 **includes between its ends a coil that:**
31 **circumscribes the barrel cavity one or more times, and**
32 **circumscribes the barrel cavity in the same direction from said barrel bus**
33 **as all other wall conductor coils of said plurality of wall conductors; and**
34 **contact means for each wall conductor of said plurality of wall conductors that:**
35 **is located proximal the end of said wall conductor that is distal said wall conductor's end with said**
36 **barrel bus continuity, and**
37 **has electrical continuity with said wall conductor's barrel bus distal end, and**
38 **extends through a mating opening in the barrel cavity wall and**
39 **has surface in the barrel cavity; and**
40 **armatures for propulsion through said barrel cavity and**
41 **each said armature has:**
42 **a central axis that is, with said armature in said barrel cavity, coincident the central axis**
43 **of said cavity or close and parallel said axis, and**
44 **a muzzle end that is, with said armature in said barrel cavity, the armature's end**
45 **closest to said cavity's muzzle end, and**
46 **a breech end that is, with said armature in said barrel cavity, the armature's end**
47 **closest to said cavity's breech end, and**
48 **all right section profiles to said central axis smaller than said barrel cavity's right section profile,**
49 **and**
50 **a permanent magnet that is:**
51 **polarized in the direction of said armature axis, and**
52 **located midway between said armature's muzzle and breach ends, and**
53 **a forward current shunt that:**
54 **is located in the surface of said armature and near the muzzle end of said armature, and**
55 **has surface that, with said armature in said barrel cavity, is at and has continuous electrical**
56 **continuity the cavity surface of said first barrel power rail, and said continuity is sliding**

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57 electrical continuity with armature movement in the barrel cavity, and
58 has surface that, with said armature in said barrel cavity, is at and has continuous electrical
59 continuity with said contact means of said wall conductor assembly at the instant barrel cavity
60 location of said shunt surface and said continuity is sliding electrical continuity with armature
61 movement in the barrel cavity, and

62 said forward current shunt of an armature in the barrel cavity is electrically insulated from direct
63 electrical continuity with said second barrel power rail, and

64 said wall conductor assembly has additionally, with an armature in said barrel cavity,
65 forward wall conductors comprised of:

66 the group of one or more consecutive wall conductors of said wall conductor assembly whose
67 contact means at any instant have said electrical continuity with said forward current shunt
68 surface at said contact means; and

69 said forward current shunt of an armature in said barrel cavity,

70 via said shunt's continuous electrical continuity with said first power rail and said shunt's
71 continuous electrical continuity with said forward wall conductors of said wall conductor
72 assembly,

73 maintains continuous electrical continuity between said first barrel power rail and said forward
74 wall conductors, and ,

75 with power supplied by an outside power supply to said power rails via said connection means
76 of said rails,

77 maintains a current path between said first power rail, and said forward wall conductors; and
78 an aft current shunt that:

79 is located in the surface of said armature and near the breech end of said armature, and
80 with said armature in said barrel cavity,

81 has surface with continuous electrical continuity with the cavity surface of said second barrel
82 power rail and

83 has surface at and with continuous electrical continuity with said contact means of said wall
84 conductor assembly at the instant barrel cavity location of said shunt surface and said
85 continuity is sliding continuity with armature movement in the barrel cavity, and

86 said aft current shunt is electrically insulated from direct electrical continuity with said first barrel
87 power rail, and

88 said wall conductor assembly has additionally, with said armature in said barrel cavity,

89 aft wall conductors comprised of:

90 the group of one or more consecutive wall conductors of said wall conductor assembly whose

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91 **contact means at any instant have said electrical continuity with said aft current shunt surface at**
92 **said contact means; and**
93 **said aft current shunt of an armature in said barrel cavity,**
94 **via said continuous electrical continuity with said power rail and said continuous electrical**
95 **continuity with said aft wall conductors of said wall conductor assembly,**
96 **maintains continuous electrical continuity between said power rail and said aft wall conductors, and**
97 **with power supplied by an outside power supply to said power rails via said connection**
98 **means of said rails,**
99 **maintains a current path between said power rail and said aft wall conductors; and**
100 **said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,**
101 **provides continuous electrical continuity between said forward wall conductors and said aft wall**
102 **conductors of said wall conductor assembly and**
103 **with power supplied by an outside power supply to said power rails,**
104 **provides a current path between said forward wall conductors and said aft wall conductors; and**
105 **wherein, with:**
106 **an armature in the barrel cavity and**
107 **power supplied to said power rail's connection means by an outside source, and**
108 **the polarity of said barrel power rails with reference to each other so that:**
109 **the magnetic fields of the current in said forward wall conductors interact with the armature's**
110 **magnet creating forces of attraction on said magnet, and**
111 **the magnetic fields of the current in said aft wall conductors interact with the armature's magnet**
112 **creating forces of repulsion on said magnet, and**
113 **said forces of attraction and repulsion on the armature's magnet have cavity axis parallel, muzzle directed**
114 **components which propel the armature through the barrel cavity from breach to muzzle.**

1 **[Claim 16](NEW) Electromagnetic propulsion devices as claimed in claim 15 used as**
2 **a reversible electric motors wherein:**
3 **one of said armatures is retained in the barrel cavity for bidirectional movement therein; and**
4 **said armature has additionally power take-off means; and**
5 **the direction of said armature's barrel cavity traverse is reversed by reversing the polarities of said**
6 **barrel power rails with reference to each other so that:**
7 **the magnetic fields of the current in said forward wall conductors interact with the armature's**
8 **magnet creating forces of repulsion on said magnet, and**
9 **the magnetic fields of the current in said aft wall conductors interact with the armature's magnet**

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10 **creating forces of attraction on said magnet, and**
11 **said forces of attraction and repulsion on the armature's magnet have cavity axis parallel, breach**
12 **directed components which propel the armature through the barrel cavity from muzzle to breech.**

1 **[CLAIM 17](NEW) Electromagnetic propulsion devices comprising:**
2 **a barrel; and**
3 **a cavity therein which extends the length of said barrel and having:**
4 **a breech end opening at one end and**
5 **a muzzle end opening at the other barrel end and**
6 **a central axis which extends from said breach end opening to said muzzle end opening and**
7 **a uniform right section profile to said central axis throughout said cavity; and**
8 **two pairs of barrel rails not both the same and said barrel rails are:**
9 **power rails, and**
10 **parallel to said cavity axis, and**
11 **located in said barrel cavity's wall, and**
12 **located along the same length of the barrel, and**
13 **electrically insulated from direct electrical continuity with each other, and**
14 **each said barrel power rail has:**
15 **continuous barrel cavity surface along its length and**
16 **power connection means at its breach end to outside said barrel for attachment to an**
17 **outside power source; and**
18 **a wall conductor assembly comprised of:**
19 **a barrel bus that is:**
20 **located outside said barrel cavity, and**
21 **electrically insulated from direct electrical continuity with said barrel power rails, and**
22 **located along the same length of the barrel as said power rails; and**
23 **a plurality of wall conductors that are:**
24 **located outside said barrel cavity, and**
25 **parallel to one another, and**
26 **oriented orthogonal said barrel cavity axis, and**
27 **separated from one another, and**
28 **distributed along the length of said barrel bus, and**
29 **each wall conductor of said plurality of wall conductors:**
30 **is a continuous insulated conductor between its ends, and**

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31 **has electrical continuity at one end with said barrel bus, and**
32 **includes between its ends a coil that:**
33 **circumscribes the barrel cavity one or more times, and**
34 **circumscribes the barrel cavity in the same direction from said barrel bus as all**
35 **other wall conductor coils of said plurality of wall conductors; and**
36 **contact means for each wall conductor of said plurality of wall conductors that:**
37 **is located proximal the end of said wall conductor that is distal said wall conductor's end**
38 **with said barrel bus continuity, and**
39 **has electrical continuity with said wall conductor's barrel bus distal end, and**
40 **extends through a mating opening in the barrel cavity wall and**
41 **has surface in the barrel cavity; and**
42 **armatures for propulsion through said barrel cavity and each said armature has:**
43 **a central axis that is, with said armature in said barrel cavity, coincident the central axis**
44 **of said cavity or very close and parallel said axis, and**
45 **a muzzle end that is, with said armature in said barrel cavity, the armature's end**
46 **closest said cavity's muzzle end, and**
47 **a breech end that is, with said armature in said barrel cavity, the armature's end**
48 **closest said cavity's breech end, and**
49 **all right section profiles to said axis smaller than said barrel cavity's right section profile,**
50 **and**
51 **a portion of said profiles like said barrel cavity's right section profile but slightly**
52 **undersized thereof; and**
53 **a propulsion bus that includes between its ends a coil which circumscribes the armature**
54 **axis one or more times, and, is:**
55 **a continuous insulated conductor between its ends, and**
56 **located midway between the armature's muzzle and breech ends, and**
57 **oriented orthogonal said armature's central axis, and**
58 **located in said armature where said cavity's right section profile and said armature's**
59 **right section profiles are similar, and**
60 **located within said armature, in, at or proximal said armature's surface, that in said**
61 **barrel cavity, is proximal said cavity's surface, and**
62 **said propulsion bus, with said armature in said barrel cavity, has:**
63 **at one end, surface with continuous electrical continuity with the cavity surface of**
64 **one of said barrel power rails that is proximal said propulsion bus end and**

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65 **said electrical continuity is continuous sliding electrical continuity with**
66 **movement of said armature in the barrel cavity, and**
67 **at its other end, surface with continuous electrical continuity with the cavity**
68 **surface of a second of said barrel power rails that is proximal said other end**
69 **and said electrical continuity is continuous sliding electrical continuity**
70 **movement of said armature in said barrel cavity; and**
71 **a forward current shunt that:**
72 **is located in said armature's surface between said propulsion bus and said**
73 **armature's muzzle end and,**
74 **has surface that, with said armature in said barrel cavity, is at and has**
75 **continuous electrical continuity with the cavity surface of one of said barrel**
76 **power rails, and said continuity is sliding electrical continuity with**
77 **armature movement in the barrel cavity, and**
78 **has surface that, with said armature in said barrel cavity, is at and has continuous**
79 **electrical continuity with said contact means of said wall conductor assembly at**
80 **the instant barrel cavity location of said shunt surface and said continuity is**
81 **sliding electrical continuity with armature movement in the barrel cavity, and**
82 **said forward current shunt of an armature in the barrel cavity is electrically insulated**
83 **from direct electrical continuity with the remaining barrel power rails, and**
84 **said wall conductor assembly has additionally, with an armature in said barrel cavity,**
85 **forward wall conductors comprised of:**
86 **the group of one or more consecutive wall conductors of said wall conductor assembly**
87 **whose contact means at any instant have said electrical continuity with said forward**
88 **current shunt surface at said contact means; and**
89 **said forward current shunt of an armature in said barrel cavity,**
90 **via said shunt's continuous electrical continuity with said power rail and said**
91 **shunt's continuous electrical continuity with said forward wall conductors of**
92 **said wall conductor assembly,**
93 **maintains continuous electrical continuity between said barrel power rail and said**
94 **forward wall conductors, and ,**
95 **with power supplied by an outside power supply to said power rails,**
96 **maintains a current path between said barrel power rail, and said forward wall**
97 **conductors;**
98 **each said armatures also has**

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99 **an aft current shunt that:**
100 **is located in the armature's surface between the propulsion bus and the breech end**
101 **of said armature, and**
102 **with said armature in said barrel cavity,**
103 **has surface that, with said armature in said barrel cavity, is at and has continuous**
104 **electrical continuity with the cavity surface of a barrel power rail that:**
105 **does not have direct electrical continuity with said forward current shunt, and**
106 **does not have direct electrical continuity with the propulsion bus when said**
107 **propulsion bus and said forward current shunt have direct electrical**
108 **continuity with the cavity surface of the same barrel power rail, and**
109 **has surface that, with said armature in said barrel cavity, is at and has continuous**
110 **electrical continuity with said contact means of said wall conductor assembly at**
111 **the instant barrel cavity location of said shunt surface and said continuity is sliding**
112 **electrical continuity with armature movement in the barrel cavity, and**
113 **said aft current shunt of an armature in the barrel cavity is electrically insulated from direct**
114 **electrical continuity with the other said barrel power rails; and**
115 **said wall conductor assembly has additionally, with an armature in said barrel cavity,**
116 **aft wall conductors comprised of:**
117 **the group of one or more consecutive wall conductors of said wall conductor assembly**
118 **whose contact means at any instant have said electrical continuity with said aft current**
119 **shunt surface at said contact means; and**
120 **said aft current shunt of an armature in the barrel cavity,**
121 **via said shunt's continuous electrical continuity with said barrel power rail and**
122 **said shunt's continuous electrical continuity with said aft wall conductors of said**
123 **wall conductor assembly,**
124 **maintains continuous electrical continuity between said barrel power rail and said aft**
125 **wall conductors, and ,**
126 **with power supplied by an outside power supply to said power rails,**
127 **maintains a current path between said barrel power rail, and said aft wall**
128 **conductors; and**
129 **said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,**
130 **provides continuous electrical continuity between said forward wall conductors and**
131 **said aft wall conductors of said wall conductor assembly and**
132 **with power supplied by an outside power supply to said power rails,**

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133 provides a current path between said forward wall conductors and said aft wall
134 conductors; and
135 wherein, with an armature in said barrel cavity, and
136 with power supplied by an outside power source to:
137 said connection means of the power rail with said electrical continuity with said forward
138 current shunt, and
139 said connection means of the power rail with said electrical continuity with said aft
140 current shunt, and
141 with power supplied by an outside power source to:
142 said connection means of the power rail with said electrical continuity with one end of
143 said propulsion bus, and
144 said connection means of the power rail with continuous electrical continuity with the
145 other end of said propulsion bus, and
146 the polarity of said connections arranged so that:
147 the magnetic fields of current in said forward walls conductors interact with the current in
148 said propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle
149 directed components, and
150 the magnetic fields of current in said aft wall conductors interact with the current in said
151 propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle
152 directed components, and
153 said cavity axis parallel, muzzle directed force components, propel the armature through the
154 barrel cavity from breech to muzzle.

1 [CLAIM 18] (NEW)Electromagnetic propulsion devices as claimed in claim 17 wherein said barrel cavity
2 has a twist so that:

3 consecutive right sections at constant axial increments through said barrel cavity have a constant
4 rate of angular rotation about said cavity's axis; and
5 armatures for use in said barrel cavity have a twist so that:
6 consecutive right sections at constant axial increments through each said armature has the same
7 constant rate of angular rotation about said armature's axis as said cavity's and
8 said twist imparts rotation to said armatures during their barrel cavity traverse.

1 [CLAIM 19] (NEW) Electromagnetic propulsion devices as claimed in claim 17 used as a
2 reversible electric motors wherein:

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3 one of said armatures is retained for reversible movement in said barrel cavity, and
4 said armature has additionally a power take-off means, and
5 wherein the direction of said armature's barrel cavity traverse is reversed by reversing
6 the polarities with respect to each other of:
7 said power rail with continuous electrical continuity with said forward current shunt
8 and
9 said power rail with continuous electrical continuity with said aft current shunt,
10 or of
11 said power rail with continuous electrical continuity with one end of said propulsion
12 bus and
13 said power rail with continuous electrical continuity with the other end of said
14 propulsion bus,
15 so that:
16 the magnetic fields of current in said forward wall conductors interact with said armature's
17 propulsion bus current creating forces in said propulsion bus with cavity axis parallel,
18 breech directed components, and
19 the magnetic fields of current in said aft wall conductors interact with said armature's
20 propulsion bus current creating forces in said propulsion bus with cavity axis parallel,
21 breech directed components, and
22 said cavity axis parallel, breech directed force components propel the armature through the
23 barrel cavity in a muzzle to breech direction.

1 [CLAIM 20] (NEW) Electromagnetic propulsion devices as claimed in claim 19 wherein each said barrel
2 cavity has a twist so that:

3 consecutive right sections at constant axial increments through said barrel have a constant rate of
4 angular rotation about said cavity's axis; and
5 said armatures for use in said barrel cavity have a twist so that:
6 consecutive right sections at constant axial increments through said armatures have the same
7 constant rate of angular rotation about said armature's axis and
8 said twist imparts rotation to said armatures during their barrel cavity traverse.

1 [CLAIM 21] (NEW) Electromagnetic propulsion devices as claimed in claim 17 wherein said two
2 pairs of barrel power rails not both the same, is comprised of four separate barrel power rails
3 and

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4 **one power rail of the first pair of power rails has continuous electrical continuity with said**
5 **forward current shunt of an armature in said barrel cavity and**
6 **the second power rail of the first pair of power rails has continuous electrical continuity with**
7 **said aft current shunt of an armature in said barrel cavity, and**
8 **one power rail of the second pair of power rails has continuous electrical continuity with one**
9 **end of said propulsion bus of an armature in said barrel cavity, and**
10 **the second power rail of the second pair of power rails has continuous electrical continuity**
11 **with the other end of said propulsion bus of an armature in said barrel cavity.**

1 **[CLAIM 22] (NEW) Electromagnetic propulsion devices as claimed in claim 21 wherein said**
2 **barrel cavity has a twist so that:**
3 **consecutive right sections taken at constant axial increments through the barrel have a**
4 **constant rate of angular rotation about the cavity axis; and**
5 **armatures for use in said barrel cavity have a twist so that:**
6 **consecutive right sections taken at constant axial increments through said armatures**
7 **have the same constant rate of angular rotation about the armature axis as said barrel**
8 **and**
9 **said twist imparts rotation to said armatures during their barrel cavity traverse.**

1 **[CLAIM 23] (NEW) Electromagnetic propulsion devices as claimed in claim 21, used as a reversible**
2 **electric motor wherein:**
3 **one of said armatures is retained for reversible movement in said barrel cavity, and**
4 **said armature has additionally power take-off means, and**
5 **wherein the direction of the armature's barrel cavity traverse is reversed by reversing the power rail**
6 **polarities with reference to each other in one of said two pairs of power rails so that:**
7 **the magnetic fields of current in said forward wall conductors interact with the armature's propulsion**
8 **bus current creating forces in the propulsion bus with cavity axis parallel, breech directed components,**
9 **and**
10 **the magnetic fields of current in said aft wall conductors interact with the armature's propulsion bus**
11 **current creating forces in the propulsion bus with cavity axis parallel, breech directed components,**
12 **and said cavity axis parallel, breech directed force components propel said armature in said barrel cavity in**
13 **a muzzle towards breech direction.**

1 **[CLAIM 24] (NEW) Electromagnetic propulsion devices as claimed in claim 23 wherein**

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2 the barrel cavity has a twist so that:

3 consecutive right sections through the barrel have a constant rate of angular rotation about the
4 cavity axis per unit axis distance; and

5 armatures for use in said barrel cavity have a twist so that:

6 consecutive right sections through said armatures have the same constant rate of angular rotation
7 about the armature axis per unit axis distance; and

8 said twist imparts rotation to said armature during their barrel cavity traverse.

1 [CLAIM 25] (NEW) Electromagnetic propulsion devices comprising:

2 a barrel;

3 a cavity therein which extends the length of said barrel and having:

4 a breech end opening at one end and

5 a muzzle end opening at the other barrel end and

6 a central axis which extends from said breach end opening to said muzzle end opening and

7 a uniform right section profile to said central axis throughout said cavity; and

8 two barrel rails which are:

9 power rails, and

10 parallel to said cavity axis, and

11 located in said barrel cavity's wall, and

12 electrically insulated from direct electrical continuity with each other, and

13 each said power rail has:

14 continuous barrel cavity surface along its length and

15 connection means at its breach end to outside said barrel for attachment to a power source; and

16 a wall conductor assembly comprised of:

17 a barrel bus that is:

18 located outside of said barrel cavity, and

19 electrically insulated from direct electrical continuity with said barrel power rails, and

20 located along the same length of the barrel as said power rails; and

21 a plurality of wall conductors that are:

22 located outside of said barrel cavity, and

23 oriented orthogonal said barrel cavity axis, and

24 parallel to one another, and

25 separated from one another, and

26 distributed along the length of said barrel bus, and

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27 **each wall conductor of said wall conductor plurality:**
28 **is a continuous insulated conductor between its ends, and**
29 **has electrical continuity at one end with said barrel bus, and**
30 **includes between its ends a coil that:**
31 **circumscribes the barrel cavity one or more times and**
32 **circumscribes the barrel cavity in the same direction from said continuity with said barrel**
33 **bus as all other wall conductor coils of said plurality of wall conductors; and**
34 **contact means for each wall conductor of said plurality of wall conductor that:**
35 **is located proximal the end of said wall conductor that is distal said wall conductor's end with said**
36 **barrel bus continuity, and**
37 **has continuous electrical continuity with said wall conductor's barrel bus distal end, and**
38 **extends through a mating opening in the barrel cavity wall and**
39 **has surface in the barrel cavity; and**
40 **armatures for propulsion through said barrel cavity and**
41 **each said armature has:**
42 **a central axis that is, with said armature in said barrel cavity, coincident the central axis**
43 **of said cavity or very close and parallel the cavity central axis, and**
44 **a muzzle end that is, with said armature in said barrel cavity, the armature's end**
45 **closest the cavity's muzzle end, and**
46 **a breech end that is, with said armature in said barrel cavity, the armature's end**
47 **closest the cavity's breech end, and**
48 **all right section profiles to said axis smaller than said barrel cavity's right section profile, and**
49 **a portion of said profiles like said barrel cavity's right section profile but**
50 **slightly undersized thereof; and**
51 **a propulsion bus that is:**
52 **a continuous insulated conductor between its ends, and**
53 **located midway between said armature's muzzle and breech ends, and**
54 **oriented orthogonal said armature's central axis, and**
55 **located in said armature where said cavity's right section profile and said**
56 **armature's right section profiles are similar, and**
57 **located within said armature, in, at or proximal said armature's surface**
58 **that in said barrel cavity is proximal said cavity's surface, and**
59 **that includes between its ends a coil which circumscribes said armature axis**
60 **one or more times, and**

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61 that has, with said armature in said barrel cavity,
62 surface at one end with continuous electrical continuity with said cavity surface of
63 one of said power rails and with armature movement in said barrel cavity said electrical
64 continuity is continuous sliding electrical continuity and continuous electrical continuity at its
65 other end with propulsion bus-aft shunt circuit means; and
66 a forward current shunt that:
67 is located in said armature's surface between said propulsion bus and said armature's
68 muzzle end, and,
69 with said armature in said barrel cavity,
70 is proximal the second of said barrel power rails and has surface with continuous electrical
71 continuity with the cavity surface of said power rail and with armature movement in said
72 barrel cavity said electrical continuity is continuous sliding electrical continuity and
73 is insulated from direct electrical continuity with the first said power rail, and
74 has surface at and with continuous electrical continuity with said contact means of said wall
75 conductor assembly at the instant barrel cavity location of said shunt surface and said
76 continuity is sliding electrical continuity with armature movement in the barrel cavity; and
77 said wall conductor assembly has additionally, with an armature in said barrel cavity,
78 forward wall conductors comprised of:
79 the group of one or more consecutive wall conductors of said wall conductor assembly whose contact
80 means at any instant have said electrical continuity with said forward current shunt surface at said
81 contact means; and
82 said forward current shunt of an armature in said barrel cavity,
83 via said shunt's continuous electrical continuity with said power rail and said shunt's continuous
84 electrical continuity with said forward wall conductors of said wall conductor assembly,
85 maintains continuous electrical continuity between said barrel power rail and said forward wall
86 conductors, and,
87 with power supplied by an outside power supply to said power rails,
88 maintains a current path between said barrel power rail, and said forward wall conductors; and
89 each said armature also has
90 an aft current shunt that:
91 is located in the armature's surface between said propulsion bus and said armature's breech end,
92 and,
93 with said armature in said barrel cavity,
94 has continuous electrical continuity with propulsion bus-aft shunt circuit means, and

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95 **has surface at and with continuous electrical continuity with said contact means of said wall**
96 **conductor assembly at the instant barrel cavity location of said shunt surface and said continuity**
97 **is sliding electrical continuity with armature movement in the barrel cavity, and**
98 **said aft current shunt of an armature in the barrel cavity is electrically insulated from direct electrical**
99 **continuity with said barrel power rails; and**
100 **said wall conductor assembly has additionally, with an armature in said barrel cavity,**
101 **aft wall conductors comprised of:**
102 **the group of one or more consecutive wall conductors of said wall conductor assembly whose contact**
103 **means at any instant have said electrical continuity with said aft current shunt surface at said**
104 **contact means; and**
105 **said aft current shunt of an armature in said barrel cavity,**
106 **via said shunt's continuous electrical continuity with said propulsion bus-aft shunt circuit**
107 **means and said shunt's continuous electrical continuity with said aft wall conductors of said**
108 **wall conductor assembly,**
109 **maintains continuous electrical continuity between said propulsion bus-aft shunt circuit means**
110 **and said aft wall conductors, and ,**
111 **with power supplied by an outside power supply to said power rails,**
112 **maintains a current path between said propulsion bus-aft shunt circuit means, and said aft**
113 **wall conductors; and**
114 **said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,**
115 **provides continuous electrical continuity between said forward wall conductors and said aft wall**
116 **conductors of said wall conductor assembly and**
117 **with power supplied by an outside power supply to said power rails,**
118 **provides a current path between said forward wall conductors and said aft wall conductors; and**
119 **said propulsion bus-aft shunt circuit means is comprised :**
120 **an electric current bus in said armature that is located:**
121 **proximal said current shunts therein, and**
122 **between and connecting the end of said propulsion bus distal**
123 **said propulsion bus's end with said power rail continuity and**
124 **said aft current shunt; and**
125 **wherein with power supplied to the power rails by an outside power supply so that:**
126 **the magnetic fields of current in said forward wall conductors interact with the current in said**
127 **propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle directed**
128 **components, and**

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129 the magnetic fields current in said aft wall conductors interact with the current in said propulsion bus
130 creating forces in said propulsion bus with cavity axis parallel, muzzle directed components, and
131 said cavity axis parallel, muzzle directed force components, propel the armature through the barrel cavity
132 from breech to muzzle.

1 [CLAIM 26] (NEW) Electromagnetic propulsion devices as claimed in claim 25 wherein said
2 barrel cavity has a twist so that consecutive right sections through the barrel have a constant
3 rate of angular rotation per unit cavity axis distance about said cavity axis; and
4 said armatures for use in said barrel cavity have a twist so that consecutive right sections
5 through said armatures have the same constant rate of angular rotation per unit axis
6 distance about the armature axis; and
7 said twist imparts rotation to said armatures during their traverse from said barrel cavity's
8 breech to muzzle.

1 [Claim 27] (New) Electromagnetic propulsion devices as claimed in claim 25 but wherein said
2 propulsion bus-aft shunt circuit means is comprised:
3 a third barrel rail that:
4 is located in said barrel wall, and
5 has continuous barrel cavity surface along its length, and
6 is electrically isolated from said barrel power rails,
7 is parallel said barrel power rails, and
8 is located along the same barrel cavity length as said power rails; and
9 additional surface on said propulsion bus that is:
10 proximal said bus's end that is distal said bus's end with power rail continuity, and
11 that, with said armature in said barrel cavity,
12 is at and has continuous electrical continuity with the barrel cavity surface of said
13 third rail and said continuity is sliding electrical continuity with armature
14 movement in the barrel cavity; and
15 additional surface on said aft current shunt that,
16 with said armature in said barrel cavity,
17 is at and has continuous electrical continuity with the barrel cavity surface of said
18 third barrel rail and said continuity is sliding electrical continuity with armature
19 movement in the barrel cavity; and
20 said propulsion bus-aft shunt circuit means, with said armature in said barrel cavity,

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21 maintains continuous electrical continuity between said propulsion bus and said aft
22 current shunt and
23 maintains a current path between said propulsion bus and said aft current shunt, with
24 power supplied by an outside power supply to said power rails.

1 [CLAIM 28](NEW)An electromagnetic propulsion device as claimed in claim 27 wherein
2 the barrel cavity has a twist so that
3 consecutive right sections through the barrel have a constant rate of angular rotation about the
4 cavity axis per unit cavity distance; and
5 armatures for use in said barrel cavity have a twist so that
6 consecutive right sections through said armatures have the same constant angular rate rotation
7 about the armature axis per unit axis distance, and
8 said twist imparts rotation to said armature during their barrel cavity traverse.

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Patent Examiner: Bret C. Hayes

February 2006 Claims Amendment Inventor: Joseph Franklin Frasca
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Closing Comments

Dear Sirs:

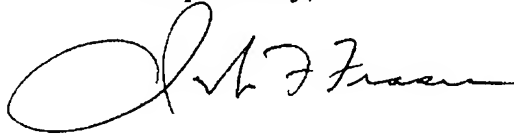
The original 14 claims of patent application 10/710,469 are herewith cancelled and replaced by the forgoing new claims numbered 15-28. The new claims are submitted as one of the possible measures suggested in the office letter of 12/16/2006 to be taken to correct the indicated faults in the original claims.

Also, the "aft wall conductor" defined in paragraph 0069 of the text in the original specifications has been changed to "aft wall conductors" in the substitute specifications and claims and the "forward wall conductor" defined in paragraph 0081 of the text of the original specifications has been changed to "forward wall conductors" in the substitute specification and claims.

The substitute specification with the multitude of spelling corrections will be submitted using e-PAVE (if possible) by a separate amendment. Corrective measures to the text of the specifications by a professional, non technical, writer -as indicated by e-mail- will only have been done on the first few pages of said substitute specification.

Thank you for your attention.

Respectively,

A handwritten signature in black ink, appearing to read 'J. F. Frasca', with a large, stylized initial 'J'.

Joseph F. Frasca (inventor)